

HAVE YOU TRIED  
"POMRIL"  
(PURE APPLE JUICE)  
\$4.00 PER ONE DOZ. QUARTS.  
\$6.00 PER TWO DOZ. PINTS.  
SOLE AGENTS—  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,473 號三十一柒百肆于參萬壹第 日壹初月肆年柒十二緒光 HONGKONG. SATURDAY, MAY 18TH, 1901. 陸拜禮 號捌十月伍年壹零于九千壹公港香 PRICE, \$2½ PER MONTH

WATSON'S  
"E"  
VERY OLD LIQUEUR  
SCOTCH WHISKY.  
A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.  
[a1632]

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.  
47

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine OLD HIGHLAND WHISKY,  
Sole Shippers CUTLER, PALMER & CO.,  
is obtainable in Hongkong from their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901. [49]

CUTLER, PALMER & CO.'S  
PRICE \$10.75 PER DOZEN  
NET

“SPECIAL BLEND” WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSSSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS as on Week Days.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 20 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS as on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901. [a903]

VICTORIA CYCLE

EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.  
43 & 44, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a948]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 2nd July, 1900. [a102]

WILLIAM MACLEOD, D.D.S.

DENTIST.

BEACONSFIELD ARCADE.  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [a76]



AQUARIUS.

PURE, SPARKLING, THREE-DISTILLED  
TABLE WATER.

The extreme care taken in the Manufacture of this Water obviates all possibility of its containing any deleterious matter of any nature whatever. It has the advantage of mixing readily with Wines and Spirits, without in any way interfering with their character.

SOLE AGENTS—  
CALDBECK, MACGREGOR & CO.  
15, Queen's Road, Hongkong, 16th May, 1901. [a40]

COTTAM & CO.  
JUST RECEIVED  
MANILA HATS  
LADIES' AND GENTLEMEN'S. [a41]

WATKINS, LIMITED

66, QUEEN'S ROAD CENTRAL, HONGKONG.  
CHEMISTS  
AERATED WATER MANUFACTURERS  
WINE AND SPIRIT MERCHANTS  
CIGAR DEALERS  
COMMISSION AGENTS, &c. [a43]

PHOTOGRAPHIC  
PLATES, PAPERS AND CHEMICALS.  
EARLMAN'S KODAK'S, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO.,  
174, QUEEN'S ROAD, HONGKONG. [a44]

THE VICTORIA DISPENSARY  
HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH. [a39]

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

LANE, CRAWFORD & CO.

BEDSTEADS.  
100 BEDSTEADS IN BRASS AND IRON  
AND ALL BRASS.

100 WIRE SPRING MATTRESSES.

TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION IS INVITED.

LANE, CRAWFORD & CO. [a38]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & CO.'S INVALID'S PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE “PALL MALL,”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [a76]

BENEDICTINE LIQUEUR

D.O.M.,

\$39.75 PER DOZ.

Call Flag W.

J. W. KEW,  
Manager,  
20, Des Vaux Road, Hongkong, 18th December, 1900. [a313]

JUST RECEIVED.

ICE CREAM FREEZERS  
ALL SIZES.

Apply to—

G. GIRAUT.

No. 6, QUEEN'S ROAD CENTRAL. [a45]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Tea Machinery and Tea Factories, by Wallis-Taylor	815.00	Colonial Editions
Modern Abyssinia, by Wyde	5.00	each
India Border-land, by Holdich	9.50	
China's Open Door, by R. Wildman	3.50	
World-Wide Atlas (Keith Johnstone's)	4.50	
1901 Edition	2.25	
Nuttall's Encyclopaedia, with 16,000 Articles	3.00	
Cole's Fun Doctor, 2 Vols.	3.00	
Association Football, by Jackson	1.75	
Sandow's Strength and How to Obtain It	1.75	
With Rifs and Bayonet (a Tale of the Boer War), by Brereton	3.00	
Heroes of the United Service, Fully Illustrated	4.50	
Sartor Resarts, by Carlyle	1.50	
China, by Douglas, (Story of Nations Series)	3.00	

THE CLUB HOTEL, LIMITED.  
NO. 5-B, BUND, YOKOHAMA.

THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife devotes herself specially to the welfare of the Lady guests.

All Passenger Steamers are met by the Company's Steam Launch.

Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the Hotel Commissioner at the Railway Station to meet arriving guests.

Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.

A. H. CAMPBELL,  
(Late of the Florence Hotel, Kandy, Ceylon).  
MANAGER. [a162]

Hongkong, 3rd May, 1901. [a162]

REMINGTON TYPEWRITERS  
WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

NOTICE.

THEIR will be a HOCKEY MATCH at Kowloon, TO-DAY (SATURDAY), commencing at 5 P.M., between the OFFICERS, R.A. and the INDIAN BRIGADE. The OFFICERS, R.A., will be AT HOME to their Friends. Hongkong, 17th May, 1901. [a275]

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age. Apply with Papers to—

COMMANDER,  
H. M. Naval Yard, Hongkong, 25th April, 1901. [a106]

NOTICE

FIRST MATE WANTED for the British Barque "PRESIDENT" APPLY ON BOARD, Hongkong, 13th May, 1901. [a236]

ASSISTANT WANTED by the ROBINSON PIANO CO., LTD. APPLY

13, QUEEN'S ROAD, Hongkong, 8th May, 1901. [a294]

The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.

Plans and Specifications of the same can be seen.

Please apply to—

TUNG TAI & CO., Engineers and Shipbuilders, &c., 23, Praya East, Wan Chai, Hongkong, 15th April, 1901. [a212]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate. Please address—

B. R., Care of Office of this Paper, Hongkong, 23rd February, 1901. [a569]

HOTEL

HING KEE HOTEL  
(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PEAK GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor, Hongkong, 18th December, 1900. [a191]

JUBILEE PILSENER BEER  
IN HIGH BOTTLES.  
PER CASE OF 4 DOZ. QTS. 6 Pts. \$13.  
SOLE AGENTS—  
H. PRICE & CO.

INSURANCE  
TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE COMPANY Grants Policies to Travellers for three or six months WITHOUT MEDICAL EXAMINATION.

For Particulars of Scheme, apply to  
DODWELL & CO., LTD., Agents.

Hongkong, 12th February, 1901. [a668]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

CLOSED

THE  
HONGKONG DISPENSARY  
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON &amp; CO.

LIMITED,

AERATED WATER MANUFACTURERS  
ESTABLISHED 1841.

Hongkong, 13th May, 1901.

If His Excellency the Governor really hopes to see the Colony freed from this deadly visitant he must shake himself free both from dread of expense and from fears of coming into collision with Chinese prejudices. The plague epidemic cannot be effectively grappled with by kid-glove measures, nor will the proper sanitation of the city be secured without a large outlay. The longer the work is delayed, the more difficult will it prove and the more costly. Meantime the trade of the Colony is suffering severely by the port being quarantined for some six months every year, and the partial derangement of business caused by the ravages of the disease. The Colony must be prepared to grasp its nettle boldly if the danger with which it is now confronted is ever to be brought under control. Half measures are of little use; to accomplish any real amelioration of the conditions existing, a comprehensive scheme should be deliberately thought out and intelligently worked, with due regard for vested interests, but with no weakness for any class or race of the community. The question of the drainage is the one that should first be taken in hand. Some few years back the Colony was, without due consideration for the conditions prevailing, committed to the present dangerous system of drainage. Then there is the question of overcrowding. This should never have been allowed, but it has grown up, and is now so difficult to crack, both on account of the vested interests involved and because of the impossibility of the working classes and those just above them paying the rents demanded. Our correspondent "Scrutator" is perhaps a little wild when he talks of "rapacious landlords"; the landlords are not so much to blame for the high rents as the scarcity of land and the greatly enhanced cost of building. High as rents undoubtedly are, it is well-known fact that it is impossible to build new houses to let at lower rates; in fact, it is difficult how to make new property pay a reasonable interest on capital. There seems reason to believe that the Chinese workmen employed in the building trade, through their guild, prevent free competition in the labour-market by restricting the supply. This at any rate is currently believed, and not without cause. If such combinations are proved to exist, the Government should take steps to procure their suppression and to prevent their formation in the future. It is their duty, too, to encourage the acquisition of sites by householders for their own occupation by not fixing the up-sets too high or imposing an excessive Crown Rent. With the very short leases granted, the Crown Rent should be reduced instead of being, as is the case, increased since the reduction of the Crown lease from 999 to 75 years. Considering the difficulty of housing the people, and the fact that Victoria is cut in half by the interposition of the Naval Yard and Military Cantonments, it was manifestly the duty of the paternal Government to provide means of speedy communication between the centre of the city and its distant suburbs at each end. The necessity for this has been glaringly evident for the past fifteen years. Yet nothing has been done. The Government have quietly waited for relief to come from outside, regardless alike of the public weal and of their own duty as the only municipal authority in the Colony. It is high time that they woke up to a proper sense of their duty, and if they are not at liberty to delegate their municipal duties to a body of the taxpayers, they should at any rate discharge those duties as efficiently as a Municipal Council.

At the same time it would be well for "Scrutator" and those who think with him—and that they are many—we are well aware—to remember that the members of the community here have not so far exhibited much real interest in the conduct of public affairs. It is easy to criticise and to find fault; it is much more difficult to discover a remedy for the ills that afflict the body politic. Comparisons with Shanghai are common enough, but they are not always sound or just. The conditions in Shanghai are essentially different, more especially in the matter of taking precautions to keep out plague. There it is comparatively easy, with the aid of the Customs staff, to board every steamer that arrives and to inspect passengers; the organisation exists to hand, and the arrivals are all, so to speak, under the official eye. Here in Hongkong, in addition to the fact that there is no Customs supervision, there are steamers, ships, and native craft arriving at all hours and from every direction with passengers, and it would be very difficult to inspect all before allowing them to land. Hundreds of passengers are continually coming in from adjacent islands and the mainland, whose movements could scarcely be watched. We do not say it is impossible, but it would be so difficult that there is some excuse for the fact that it has not been done. Whether more would have been accomplished had Victoria been governed by a municipality, we are not prepared to say. We think it probable, but our experience of what has happened in connection with the Sanitary Board does not inspire

too much confidence. The community here has less leisure than the people of Shanghai. This arises, perhaps, from the fact that there are more steamers entering and clearing here; that it is the Clapham Junction of the Far East, while Shanghai, though a very busy port, suffers far less pressure. Moreover, Hongkong residents have not yet learned to trust to their own efforts; they know the Government officials are paid to do the work, and they are not anxious to take fresh burdens on their shoulders for which they have to give up valuable time—the equivalent of much money. The recent protest of the special jurors against an unnecessary consumption of their time by being summoned on trivial cases, is an indication of the value of that time. In few places, either in the East or elsewhere, is the business stress greater, and in no city in the world would it be more difficult to find a dozen well-qualified unofficial civilians who would be willing to devote the necessary time to the management of municipal affairs than in Hongkong. Yet a change from the existing system is certainly desirable. We do not get sufficient done for our money. We are afflicted with too much red tape. We are restricted by parsimony, and yet sometimes suffer from waste. The machine is not worn out, but it sadly needs putting in order, and a provisional experiment in the shape of self-government might at least be extended to the city of Victoria, for which a municipality could be granted consisting of a majority of members representing the taxpayers with a proportion of officials to represent the Government.

The transport *Canning* left the harbour yesterday, having on board remonstrants for the troops up North.

The U.S.S. *Saturn* sails for Manila this evening. The U.S.S. *Monterey* will go to Canton in a few days.

We understand that the Sanitary Board has now taken proceedings against the traders who have been offering for sale spurious milk within the Colony.

H.E. Sir Henry A. Blake, accompanied by Lady and Miss Blake, and his A.D.C., left yesterday by the *Henryuan* for Macao. The visit is a purely private one. The Governor and party will stop at the *Bon Vista* Hotel.

There will be a hockey match this afternoon, at 5 o'clock, on the Kowloon ground, between the Officers of the Royal Artillery and the Officers of the Indian Brigade. The Officers of the Royal Artillery will be at home to their friends.

We received yesterday morning from Acting Consul-General W. F. Aldrich, the following, dated Manila Observatory, 9:30 a.m.—"Depression the 16th inst. crossed between Luzon and Bisayos. Seems to be now in China Sea west of Mindoro."

Shortly after one o'clock yesterday morning a Chinaman attempted suicide at his house at 11, Jardine's Bazaar, by first cutting his throat and then jumping from the verandah to the street. The police were summoned and the man was removed to hospital. He is expected to recover.

At the Sanitary Board meeting on Thursday Dr. Clark, speaking on the subject of dumping infants outside convents, said:—"The infants were handed in at the doors of the convents and received with thanks. If they lived they were christened." By an error our report made him say that "if they lived they were imprisoned."

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 p.m. to 9:30 p.m. Programme:—Overture "La Fille du Regiment" Donizetti Waltz "Donau Wellen" Ivanovici Selection "La Poupe" Andrus Air "Favourite Songs" Mendelssohn Clarinet Solo "I Martivi" Kappay Polka "The Deep Blue Sea" Brewer "God Save the King."

A reader sends us the following "Insanitary Note":—Close to the Macao steamer wharf are common enough, but they are not always sound or just. The conditions in Shanghai are essentially different, more especially in the matter of taking precautions to keep out plague. There it is comparatively easy, with the aid of the Customs staff, to board every steamer that arrives and to inspect passengers; the organisation exists to hand, and the arrivals are all, so to speak, under the official eye. Here in Hongkong, in addition to the fact that there is no Customs supervision, there are steamers, ships, and native craft arriving at all hours and from every direction with passengers, and it would be very difficult to inspect all before allowing them to land. Hundreds of passengers are continually coming in from adjacent islands and the mainland, whose movements could scarcely be watched. We do not say it is impossible, but it would be so difficult that there is some excuse for the fact that it has not been done. Whether more would have been accomplished had Victoria been governed by a municipality, we are not prepared to say. We think it probable, but our experience of what has happened in connection with the Sanitary Board does not inspire

Mrs. D'Agostini, wife of Mr. P. D'Agostini, senior writer at H. M. Naval Yard (who is now in hospital with plague), was removed to Kennedy Town yesterday morning, having developed symptoms of the disease. A rumour was prevalent yesterday that Mr. D'Agostini had succumbed to the attack, but we are glad to be able to state, from enquiries, that such is not the case. On the contrary, the patient so far is doing very well. Mr. J. Cumminskey (the second patient from the Naval Yard), was however unable to combat the disease, and died yesterday afternoon. He had been in the Colony only about a year, and leaves a wife to mourn his death. Mr. Hawkes of the Hongkong Dispensary staff, is now almost fully recovered, and will be discharged from hospital at an early date. During the 24 hours ending at noon yesterday the cases of plague reported were 16 (15 Chinese, one European), with deaths (13 Chinese and one other Asiatic).

Both Generals Wade and Ludlow, of the U.S. army in the Philippines, have left for Japan, invalided.

The U.S.S. *Newark* leaves the harbour on Monday for New York via Suez. She leaves flying the hummock pendant.

A Corian telegram says a gold mine has been discovered near Misampao, and it is stated that the Russians are formulating an exclusive claim to it.

It is proposed to inaugurate a St. Andrew's Society in Nagasaki if it is found that a sufficient number of Scotsmen are willing to become members.

The remains of Mr. Chas. Dowdall, who perished in the wreck of the *Big*, were brought to Shanghai by the Pacific Mail steamer *China* on the 13th inst., and the interment took place on Tuesday afternoon at the *Wah Sien Jao* cemetery.

Souraya has challenged Singapore to play a game of chess by correspondence, but coming so soon after the Batavia game, and in view of the approaching championship contest at the Singapore Club, it was decided not to accept the challenge for the present.

The Echo de Chine has been laid up at Hankow in consequence of the railway to the 12th Mile Station and beyond being closed. Only the bridges remain to be repaired. It is announced that the locomotives will enter Honan next autumn.

It seems that the *Scout* at the Russian Legation in Seoul not only hit M. Pavloff, the Russian Minister, but also Prof. N. Birnoff of the Imperial Russian School, a Cossack and a child, all of whom proceeded to Japan on a Russian man-of-war to be treated at the Pasteur Institute in Tokyo.

It is said that the Russian authorities in Newchwang are trying to improve the harbour accommodation, the funds to be obtained by levying a special duty of 2/1,000 ad valorem on imports, and that Japanese merchants met in the Consulate, vetoed the scheme as being premature, and replied to the Russian authorities to that effect.

The following *Scout* telegram dated, the 8th inst., has been received in Japan:—Owing to the Emperor's opposition to the French loan, the Corian Foreign Minister has tendered his resignation. The Corian Government is taking measures to annul the agreement recently signed between the French Minister and the representatives of the Corian Court with respect to the loan.

The sugar import-duty in the United Kingdom, says the *Phong Gazette*, will press heavily on planters and dealers in Java, who had never thought for a moment that they would be called upon to help to meet the cost of the South African war. The polarisation distinction drawn in the incidence of the tax will tell heavily against the Java article. It is contended that this comes to a differential duty on Java sugar.

It appears that the recent disturbances in North China have given a hard blow to Japanese industries, especially the cotton industry, says the *Nagasaki Press*. For the past few years gassed yarn has sold well in China, owing to its cheapness. The export of the above to China amounted to 226,211 yen in 1899, and to 179,741 yen in 1900, which shows an decrease of 46,470 yen. The decrease was due to the suspension of all exports to North China, owing to the Boxer outbreak.

The United States expedition in China has been the means of creating a new military order, namely, "The Military Order of the Dragon," with General Chaffee as president and Captain McCall as vice-president. Its object is to perpetuate the associations formed during the historic expedition for the relief of their distressed countrymen in China. The order starts out as a very exclusive organisation, as only officers of the Army, Navy or Marine Corps who served under orders in Northern China or the Gulf of Pechili, and representative and diplomatic officers at Tientsin or Peking between June 15th and October 1, 1900, are eligible for active membership. Male descendants of active members may become hereditary members. All members of foreign diplomatic corps at Peking, all military officers in the foreign military service at Peking or who participated in the engagements at Peking and Tientsin, and all civilians actively engaged against the enemy during the siege of Peking or on the march of the relief expedition, are entitled to honorary membership.

YOKOHAMA RACES.

[FROM A CORRESPONDENT.]

YOKOHAMA, 13th May. Below are the results of the Yokohama Races, first day, run to-day:

Race	Run by	Winnings	Prize	Prize
1 Wals. of 1901.	Mr. Hugo's Scipio	5	£100	£100
2 China Subscriptions, Mr. Iris's Strattonona.	Mr. Iris's Strattonona.	2	100	100
3 Wals. and Country-bred.	Mr. Iris's Iris.	1	50	50
4 China.	Mr. May's Hap-be...	1	50	50
5 All Horses.	Mr. Iris's Iris.	1	50	50
6 Wals. 1901.	Mr. Iris's Iris.	1	50	50
7 China Subscriptions.	Mr. Iris's Iris.	1	50	50
8 China Ponies.	Mr. Iris's Iris.	1	50	50
9 All Horses.	Mr. Iris's Iris.	1	50	50
10 Strattonona, May-be, Ovred and Aberdeen.	Mr. Iris's Iris.	1	50	50
11 China Ponies.	Mr. Iris's Iris.	1	50	50
12 China Ponies.	Mr. Iris's Iris.	1	50	50
13 China Ponies.	Mr. Iris's Iris.	1	50	50
14 China Ponies.	Mr. Iris's Iris.	1	50	50
15 China Ponies.	Mr. Iris's Iris.	1	50	50
16 China Ponies.	Mr. Iris's Iris.	1	50	50
17 China Ponies.	Mr. Iris's Iris.	1	50	50
18 China Ponies.	Mr. Iris's Iris.	1	50	50
19 China Ponies.	Mr. Iris's Iris.	1	50	50
20 China Ponies.	Mr. Iris's Iris.	1	50	50
21 China Ponies.	Mr. Iris's Iris.	1	50	50
22 China Ponies.	Mr. Iris's Iris.	1	50	50
23 China Ponies.	Mr. Iris's Iris.	1	50	50
24 China Ponies.	Mr. Iris's Iris.	1	50	50
25 China Ponies.	Mr. Iris's Iris.	1	50	50
26 China Ponies.	Mr. Iris's Iris.	1	50	50
27 China Ponies.	Mr. Iris's Iris.	1	50	50
28 China Ponies.	Mr. Iris's Iris.	1	50	50
29 China Ponies.	Mr. Iris's Iris.	1	50	50
30 China Ponies.	Mr. Iris's Iris.	1	50	50
31 China Ponies.	Mr. Iris's Iris.	1	50	50
32 China Ponies.	Mr. Iris's Iris.	1	50	50
33 China Ponies.	Mr. Iris's Iris.	1	50	50
34 China Ponies.	Mr. Iris's Iris.	1	50	50
35 China Ponies.	Mr. Iris's Iris.	1	50	50
36 China Ponies.	Mr. Iris's Iris.	1	50	50
37 China Ponies.	Mr. Iris's Iris.	1	50	50
38 China Ponies.	Mr. Iris's Iris.	1	50	50
39 China Ponies.	Mr. Iris's Iris.	1	50	50
40 China Ponies.	Mr. Iris's Iris.	1	50	50
41 China Ponies.	Mr. Iris's Iris.	1	50	50
42 China Ponies.	Mr. Iris's Iris.	1	50	50
43 China Ponies.	Mr. Iris's Iris.	1	50	50
44 China Ponies.	Mr. Iris's Iris.	1	50	50
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46 China Ponies.	Mr. Iris's Iris.	1	50	50
47 China Ponies.	Mr. Iris's Iris.	1	50	50
48 China Ponies.	Mr. Iris's Iris.	1	50	50
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51 China Ponies.	Mr. Iris's Iris.	1	50	50
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53 China Ponies.	Mr. Iris's Iris.	1	50	50
54 China Ponies.	Mr. Iris's Iris.	1	50	50
55 China Ponies.	Mr. Iris's Iris.	1	50	50
56 China Ponies.	Mr. Iris's Iris.	1	50	50
57 China Ponies.	Mr. Iris's Iris.	1	50	50
58 China Ponies.	Mr. Iris's Iris.	1	50	50
59 China Ponies.	Mr. Iris's Iris.	1	50	50
60 China Ponies.	Mr. Iris's Iris.	1	50	50
61 China Ponies.	Mr. Iris's Iris.	1	50	50

## MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."  
SIR.—Mr. C. V. L. has undoubtedly a very strong missionary bias. He believes, I apprehend, that only missionaries can save China. He does not state of what denomination they should be, as these are numerous, all more or less antagonistic. Probably he forgets that missionaries have ruined some fine civilisations and many countries. Spain, for not having repressed monastic institutions in the Philippine Archipelago, lost that colony. The Queen of Hawaii was deprived of her throne, owing to missionaries' intrigues. The problem of missionaries is not of so difficult solution as some imagine. In order to solve it, missionaries must give up all the extraordinary and absurd prerogatives, which they are enjoying, and cease to interfere in family and political affairs. Italy has a big fleet, but no complaint is made by Italian missionaries against China. The reason of it is because the Roman Church having excommunicated the Italian government, the Vatican instructs the missionaries of that nation to live quietly, and to avoid picking quarrels. Some officers who had returned from the expedition in the North told me that native Christians claim privileges which would not be countenanced in any European country. Honest missionaries had already represented to the Vatican that genuine advantages would accrue to the Church if missionaries were independent of secular Powers. It is said that some of the Powers are not disposed to give up the splendid privilege of protecting them. The Pope, by complying with the wishes of the Powers, is favouring extermination of Christianity in China. A contributor from Tientin proposed in a well-known review of Paris that missionaries should be reformed first before thinking of reforming Chinese souls. At present in China, as in ancient Rome, Christianity is an opprobrious name. What China chiefly needs is science. Missionaries will do well to impress on her people that cleanliness is next to godliness.—Yours, etc.,

## OCCASIONAL CORRESPONDENT.

## THE FIRST CHINESE REGIMENT.

Hongkong, 16th May.

TO THE EDITOR OF THE "DAILY PRESS."  
SIR.—With reference to the leaders in your issues of the 14th and 16th inst. and the 1st Chinese Regiment, and the paragraph in to-day's paper in which you express a wish for "exact particulars of their conduct," &c., at the front and also as to "their usefulness," I have forwarded the papers to an official at Weihsien who is in a position to, and who I trust will furnish you with the information you need.

I have just left Weihsien after a stay of over two years, and my experience has been that I am unable to agree with the statements put forward, and am of opinion that your informants could not have seen or studied much of the regiment in question.—Yours, etc.,

MAHTO.

## JOINT STOCK SHARES.

MESSRS. VERNON and SMYTH say in their weekly *Share* report, dated Hongkong, 17th May.—"A quiet tone has prevailed in our market during the past week, and rates in many cases have suffered a decline. At the close there is a tendency to further weakness in some stocks."

BANKS.—In the earlier part of the week Hongkong and Shanghai were placed at 30 per cent. premium cash, and at 40 per cent. for August delivery. Shares coming into the market from the North and coast ports, however, soon brought the rate down, and we close with sales and further sellers at 32 per cent. premium cash, and at 40 per cent. prem. for August. The London rate has declined to 42. Nationals are unchanged.

MAINE INSURANCES.—Unions have been placed in small lots at \$330, and are in further request at \$335. Very few shares are to be had at these rates. China Traders are wanted at \$35. Cantons have been sold at \$180, and a further small lot might be had at this figure.

FIRE INSURANCES.—Business has been dull under this head, and beyond a small sale of Hongkong Fires at \$36 there is nothing to report. China Fires are quiet at quotation.

SHIPPING.—Hongkong, Canton and Macao have been the medium of a large business at \$35, at which more shares can be had. Indo-Chinas have suffered a smart decline, and after sales at \$135, \$134 and \$133 are to be had at \$132. China-Manhoo (old) are on offer at \$65, and the new shares after sales at \$55 are quiet at that figure. Douglass are quiet at \$34. Star Ferries have sellers at \$24 and \$10; for the old and new shares respectively. China Mutuals and Shells are unchanged at quotation.

REFINERIES.—China Sugars have been sold at \$124 cash, and at \$133 for the end of the month, and a smaller lot at the former rate is in the market. Luzzons unchanged with sellers at \$33.

MINING.—"Pumpons" have been sold at \$72 and \$75, and close quiet at the latter rate. Charbonnages have advanced to \$320, at which there are buyers, but no sellers offering. Ryans have been dealt in at \$24, and at \$23, and close with probable sellers at \$20. Olivers are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoo Docks have been sold in fair quantities at \$317 cash, at which the stock closes steady. Forward there are buyers at equivalent rates. Hongkong and Kowloon Wharves have been sold at \$103 and there are further small buyers at the rate. Wanchai Docks are unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled weak and close with sellers at \$198. West Points have been done at \$56 and \$554 and are in further request. Humphreys Estates are in the market at \$14.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using Rowland's KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Bozema, Burns, imparts a luxuriant beauty to the complexion, and arraya the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores, and Chemists for Rowland's KALYDOR, and avoid poisonous imitations.

Hongkong Hotels have sold at \$128 and \$129, and are to be had at \$130. Orientes have sellers at \$38.

COTTON MILLS.—Ewes are wanted at Ths. 50 and Hongkong Cottons at \$71. The remaining stocks under this head are quiet and without feature.

MISCELLANEOUS.—Green Island Cement has been sold largely to the North at \$21, and later at \$20, the market closing with sellers at \$20. China-Bornes are on offer at \$38. Watsons are quiet at \$17. Electrics (old) are wanted at \$124; the new\*shares can be obtained at \$64. Ices are wanted at \$175. Tramways can be placed at \$225. Steam Water Boats are wanted at \$71. Bell's Automobiles have been placed at \$110. China Presidents have improved to \$91, at which shares are wanted. Watkins have been done at \$91.

MENOS.—Messrs. A. S. Watson & Co.'s sixteenth ordinary annual meeting on the 22nd inst. Wanchai Warehouse and Storage Co., Ltd. Extraordinary General Meeting on the 23rd instant to consider an offer for the sale of the Company's property of terms to be ascertained from the General Managers.

## COREA.

Chemulpo, 24th March.  
It is some time since I wrote to you, although there have been many reports concerning Corea, there has really been very little to write about. The winter was, on the whole, a fine one. The cold set in rather later than usual, but now this is over, and spring is upon us.

## CONCESSION-HUNTERS.

With the advent of this season, all the world seems to have awakened to an interest in the "Land of Morning Calm." It almost deserves the name of the "Stormy Land." New concessions are required by people of all nationalities, with the exception of Americans, who are not so active at the present moment. Perhaps it is that they have got all they want. Last year the American Syndicate managed to obtain contracts for the beginning of banking business, the electric lighting of Seoul and extension of the electric trams, cleaning out the drainage-canal running through the centre of the city to the river, the provision of a fresh water supply, etc. These are contracts not to be sneered at. The French have opened a Government Scientific School, and are providing instructors for the Cavalry and Artillery. Besides this, they are after gold and coal-mining concessions, and the contract for the building of a railway from Seoul to Sendo, the former capital. They are supplying the plant, as well as a sum to pay for it. The British Phoenix Mining Co. has lately struck what is reported to be a very important coal and copper lode, and they have now got out a professor as head-teacher for the Anglo-Corean College. The German mining concession does not seem to have made a good choice of a site, and I hear that endeavours are being made to change the selection. However, the concessionaries are not entirely out of it, as they supply the Musical Director of the Court and the Medical Adviser. A German school has also been started. The Japanese have now the farming of the ginseng monopoly and the finances of the country, formerly in the hands of the Chief Commissioner of customs. Their railway concessions are not materialising, but in the Mint they have what should be a good thing. The Russians do not appear to have got quite so much at the moment, but with the concession to build a railway to Wonsan, and thence to the frontier, and a nice site at Wonsan for stations, they have not done so badly. There is said to have lately been some friction about the engagement of some instructors, but this seems to have blown over.

RUSSIAN ADVISER AT FOREIGN OFFICE.—I am credibly assured that a Russian has been engaged as adviser at the Foreign Office, and if this is ready the case a great deal may turn on the appointment. It would be no joke for Great Britain and Japan if a Russian were to be installed in the F. O., for bearing in mind the many advantages the wily Muscovite already possesses in these regions, the hold he has on Manchuria and his occupation of Port Arthur, it would mean little short of a Russian dominion in Corea if he succeeded in securing to himself the direction of Corea's foreign relations.

MASAMPO.

There is now a squadron of six Russian cruisers at Masampo, and I am told that the officer in command has instructions to land guns, erect batteries and leave 1,000 marines to man them. Whether the report is true or not I cannot say, but I should think programme of the Mino, who it seems was an advocate of Russian policy here, sold the northern part of Rose Island opposite the foreign settlements of Chemulpo to a Japanese. The island is Crown land and the buyer found it impossible to obtain title-deeds for his purchase, notwithstanding the fact that he had paid his money to the vendor. He thereupon commenced proceedings and obtained the arrest of the enterprising gentleman who had sold his land which did not belong to him. The prisoner, in order to escape the dreadful punishment which would be meted out to him for trafficking in Crown property, informed the authorities that if he were treated with leniency he would reveal a plot of which he had knowledge for the overthrow of the Government. His offer was accepted, with the result that the ex-officials already mentioned, six of whom are buyers, have been dealt in at \$24, and at \$23, and close with probable sellers at \$20. Olivers are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoo Docks have been sold in fair quantities at \$317 cash, at which the stock closes steady. Forward there are buyers at equivalent rates. Hongkong and Kowloon Wharves have been sold at \$103 and there are further small buyers at the rate. Wanchai Docks are unchanged.

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LATEST STEAMER MOVEMENT.

The N. Y. K. steamer *Watana Maru* (European Line) left Singapore for this port on the 16th May, and is expected to arrive here on the 22nd May.

## RUSSIA'S POSITION IN MANCHURIA.

The letter which follows appears in the Times of the 13th ult., over the signature of Mr. C. T. Gardner, formerly H. M. Consul at Nanchang and Acting Consul-General at Seoul:—

Having lived some years both in Manchuria and Corea I am convinced that the policy proposed by Sir Elgin Ashurst-Bartlett is impracticable, and would, if possible, be disastrous. I think the mere enunciation of such a policy evinces an insufficient acquaintance with the facts of the case. In the first place Russia's legitimate interests in Manchuria are greater than the interests there of the rest of the world. Manchuria is divided into three provinces—Heh-lung-kiang, Kirin, and Feng-ho-kang. Heh-lung-kiang is bounded on the north by Russian territory, and Kirin is bounded on the east by Russian territory. The Russian province of Primorsk (Maritime), so called because bounded on the east by the Pacific Ocean, is also called Ussuriy Krai, or territory of the Ussuri, because the river Ussuri (with the Lake Hsia) bounds it to the west. Owing to the want of good government in Heh-lung-kiang and Kirin, brigands and dacoits constantly cross the Russian frontier and rob the farmhouses in the Russian territory, murdering the inmates and carrying off the cattle. Year by year this state of affairs has become more and more intolerable to the Russians, for the simple reason that the colonization of Primorsk has been steadily going on, and the colonists in horses, sheep, and cattle has increased—increasing the temptation to plunder them. Russia, therefore, has a perfectly legitimate right to take measures to protect her subjects living near the frontier and to insist on China's restraining the raiders. It is impossible for Russia to police the frontiers, stretching thousands of miles. In Primorsk long as its sea frontier is, there is only one seaport, that of Vladivostok—which is closed by ice in the winter. It is a legitimate interest of Russia that she should have an open port as an outlet of her Siberian territories. This she has now obtained with our acquiescence, by obtaining the lease of Port Arthur in the Manchurian province of Feng-ho-kang, and concession to build a railway about 1,000 miles long to connect that port with Blagoveshchensk, the capital of Siberia. In Russia's obtaining this concession our Government wisely acquiesced. The position of Port Arthur, situated at the end of a long peninsula, is such that it can be blockaded by the Power possessing the superior navy.

Besides the political and railway interests of Russia in China, she has considerable commercial interests. First, all along the border, especially in the south-east corner of Kirin, there is an immense overland trade in salt, cattle, and spirits. Russia, too, has nearly the monopoly in the fur trade. The sable is mostly found in Heh-lung-kiang and Kirin, and the centre of the trade is at Khabarovka, a Russian border town at the junction of the Sungari and Amur rivers. Sometimes the Manchus hunters take the skin to Khabarovka for sale, sometimes they are collected by Russian dealers who travel into Manchuria. It is evidently a legitimate interest of Russia that these travellers should receive adequate protection.

Owing to all these causes Russia is strongly tempted to annex Manchuria. On the other hand, to us it is of vital importance to preserve the integrity of the Chinese Empire and to maintain the open door in Manchuria, there is, to my mind, only one way of protecting our interests in Manchuria; and that is by following the policy enunciated by Lord Lansdowne—that is, while opposing any separate secret treaty between Russia and China, to ask Russia what she really wants from China, and then giving Russia a loyal aid in obtaining all that is really essential to her and that can be conceded to her without serious detriment to ourselves.

The task of conciliating our interests with those of Russia is a very delicate and difficult one; but still there are facts in the situation which lead me to hope it may be accomplished. In the first place, our interests are identical with those of Germany and the United States. They are entirely commercial and shipping, and are greater with regard to the province of Feng-ho-kang than to the two other provinces.

Sir E. Satow: "The method of carriage is bad. Much of the rice is spoiled in transit, so that when it reaches Peking it is scarcely worth a farthing per picul, carriag two taels per picul, carriag two taels per picul. If we commuted rice to money we would only save the carriage, i.e., two millions. If merchants sent rice to Peking for sale it could not be sold according to the Southern price." M. Pichon: "We hear that the Salt Gabelle yields a vast sum. If it was reformed, the amount would be still greater. Is it not so?" Hsia: "The Salt Gabelle is very difficult to change." M. Pichon: "How much does it yield at present?" Hsia: "Thirteen millions. All parts of the divisions are already pledged to pay foreign loans, amounting to 180,000 taels yearly." M. Pichon: "We hear that the Salt Gabelle is very difficult to change." M. Pichon: "How much does it yield at present?" Hsia: "Thirteen millions. All parts of the divisions are already pledged to pay foreign loans, amounting to 180,000 taels yearly." M. Pichon: "We hear that the Salt Gabelle depends on ten millions?" Hsia: "No. China has other expenses which must be met out of this, so that only four millions can be pledged for the indemnities." M. Pichon: "We hear that if the present system of tribute rice were changed, seven millions more could be realised." Hsia: "I suppose you mean the plan communiting the rice for a money-payment. But even if that were done, it could not possibly yield that amount." M. Pichon: "How much rice in yearly sent North?" Hsia: "About 1,20,000 piculs." M. Pichon: "What is the price of rice in the Southern provinces and what is the cost of carriage North?" Hsia: "Four taels per picul, carriag two taels per picul. If we commuted rice to money we would only save the carriage, i.e., two millions. If merchants sent rice to Peking for sale it could not be sold according to the Southern price." M. Pichon: "But what about the rice sent by river (the rest being sent by steamer)? How much is that? And what is the cost of carriage?" Hsia: "What was sent by river these few years is only 100,000 piculs. The carriage is cheaper than by steamer."

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Sir E. Satow: "But in any case suppose the rice sent by sea is commuted to money, how much would it amount to?" Hsia: "We have already calculated it and find it would only be a million or two. Besides, the method is hard to change. The people who pay rice water it and mix it with chalk and mille and dirt. Hence the spoiling of the rice is not solely due to the boats and granaries. If it is commuted to a money payment the people will suffer, for they cannot adulterate the money as they do the rice. This would not be a good system." Sir E. Satow: "What revenue is yielded by the imports and exports of Peking?" Hsia: "The Hu Ta-men take only import duties amounting to 70,000 taels yearly. If all the rest is remitted over to the Inspector-General, we think that this special duty should be left untouched for the sake of China's dignity." Sir E. Satow: "If the foreign customs tariff is increased, it would only yield six millions more than at present." Hsia: "If your Excellencies agree to our raising our tariffs, we would feel deeply grateful."

It seems to me if we sat in a conciliatory manner to all the Powers, if we make due allowances for their difficulties and susceptibilities, if we frankly and loyally support Russia in her legitimate desires, if we do our utmost to appease local irritations and ebullitions of temper of overworked local officials, often due to impaired health, there is a hope we shall maintain the concert of all the Powers and so obtain the preservation of all our interests.

The proposal Sir Elgin Ashurst-Bartlett makes with regard to Corea is about as mischievous a proposal as it is possible to make; were it carried out it would be a fertile source of disorder and of danger of war. The real object we should endeavour to obtain as regards Corea is its neutralization under the guarantee of Europe, the United States, and of Japan.

One more word to remove possible misapprehension. Neither Port Arthur nor Ta-lien-wan Bay is of any use as a commercial port. The geographical position of Port Arthur precludes its being a distributing centre of the *Hinterland*. In spite of its many disadvantages Ying-tze (the port of Nanchang) is the only possible commercial port of Manchuria. I have ridden along the whole coast of Manchuria from Taku-shan to the Yalu river, and there is no possible harbour. The approach to the shore is so

## NEW ADVERTISEMENTS

HONGKONG RIFLE ASSOCIATION  
LONG RANGE CUP AND SPOONS.

There will be a COMPETITION as above, TO-DAY (SATURDAY), commencing at 9.45 A.M. Ranges 700 and 800 yards; Ten Shots and a Sixpence at each Range. ALEX. MACKENZIE, Hon. Secretary. Hongkong, 18th May, 1901. [1281]

## PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 21st May, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE.

PICTURES and BOOKS, PIANOS and BICYCLES, &c., &c.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 18th May, 1901. [1282]

## THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 29th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 29th May, both days inclusive. EDWARD OSBORNE, Secretary. Hongkong, 18th May, 1901. [1283]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN. THE Company's Steamship

"MAUSANG," Captain Welsh, will be despatched as above on WEDNESDAY, the 22nd inst., at NOON. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 18th May, 1901. [1284]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"GISELA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON, on the 22nd May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of May will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 17th May, 1901. [1285]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NUERNBERG," Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-MORROW.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 17th May, 1901. [1286]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

The Indemnity and the Tariff. The Enrolment of Chinese for Military Service.

Threatened Troubles in Korea. The Government of Hongkong. The Land Court and the New Territory. Hongkong's Water Supply.

Practical Chinese Teaching in London.

The Crisis: Telegrams. The Need of Municipal Freedom in Hongkong.

Sanitary Board.

The Dumping of Dead Bodies in the Streets.

Landslip at Quarry Bay. Spurious Milk in the Colony.

The Stranded Sobraon.

Education among the Chinese.

The Plague.

Rowdyism in the Streets. Chinese Converts and their Government.

The Court at Hsinfu.

Northern Notes.

The Situation in Korea. Trade at Newchwang.

Correspondence.

Change Dingsa.

Supreme Court.

Lawn Tennis.

Hockey.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance: postage, 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 16th May, 1901.

## NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINIE.

FOR CHINGKIANG AND WUHU.

THE Steamship

"HSIEH-PO."

Captain A. A. Crawford, will be despatched for the above ports TO-DAY (SATURDAY), the 18th inst., at 5 P.M. For Freight or Passage, apply to

SIEMSSEN & CO., Agents.

Hongkong, 18th May, 1901. [1281]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAMSUI AND FOOCHOW.

THE Company's Steamship

"HAILOONG."

Captain Bathurst, will be despatched for the above port TO-MORROW, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th May, 1901. [1282]

FOR YOKOHAMA AND KOBE.

THE Steamship

"NUERNBERG."

Captain Mayer, will be despatched for the above ports on MONDAY, the 20th inst., at 5 P.M.

This steamer has superior accommodation for First and Second Class Passengers and carries Doctor and a Stewardess.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th May, 1901. [1284]

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th November, 1872. [129]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899

\$14,409,089.

I. AUTHORIZED CAPITAL ... \$3,000,000 0 0

SUBSCRIBED CAPITAL ... 2,750,000 0 0

PAID-UP CAPITAL ... 657,500 0 0

II. FIRE FUNDS ... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd June, 1901. [1272]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1887. [1232]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1891.

CAPITAL ... \$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W.H. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1512]

WITH IMMEDIATE POSSESSION.

N.O. 9, SEYMOUR ROAD.

Apply to—

S. B., Care of Daily Press Office.

Hongkong, 14th March, 1901. [1240]

TO LET.

POSSESSION APRIL 1ST.

N.O. 1, STEWART TERRACE.

Apply to—

J. W. NOBLE.

Hongkong, 6th March, 1901. [1251]

TO LET.

WITH IMMEDIATE POSSESSION.

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S. B., Care of Daily Press Office.

Hongkong, 14th March, 1901. [1240]

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S. B., Care of Daily Press Office.

Hongkong, 14th March, 1901. [1240]

&lt;p

## JAN THE ICELANDER.

BY HALL CAINE.

Author of "The Christian," "The Manxman," "The Deemster," "The Scapegoat," &amp;c. &amp;c.

[COPRIGHT.]

(Continued.)

## CHAPTER IV.

But the time comes for young Harry Crow to return to England, and Jan the Icelander is all but broken-hearted. Again and again he has struggled to reveal himself, and as often as he has tried he has failed.

The cruise is at an end, and the day has come for the departure of Harry Crow's ship. "The John Frankin." Such of Jan's own crew as are Englishmen have decided to go home with her, and they are in the midst of busy preparations. Harry himself has come over to the "Heckla" in a yawl to take Jan's crew back to "The John Frankin."

"So you won't go with us this cruise, Jan?"

"Not this cruise, my lad," says Jan.

The sailors bring up their kits and tumble them over the side to the boat lying moored on the starboard side of the ship.

During this bustling scene Jan draws young Harry aside and says: "I suppose you'll be getting married as soon as you reach home, my lad?"

"As soon as we get the banns published."

"You'll be married in that old church in the village, oh?"

"Nothing more likely, Jan."

"There'll be wedding presents, won't there?"

"As certain as Euse."

"Don't you think you can take a bit of a present to your sweetheart from me?"

"Why, of course I can."

"Only a trifling, you know—a little thing I bought one day when I was ashore in Iceland."

Jan gives him a silver locket.

"A locket! And what a beauty to be sure!"

"I meant it for my poor wife that time I was thinking of going home. See, there's her name on the face of it."

"Lucy! Then your wife's name was Lucy also?"

"Didn't I tell you before? Perhaps that's what put it in my head to give it to you. It will just suit his sweetheart," thinks I."

"And wonderful pretty she'll look in it, too, I suppose."

"Ask her to wear it on her wedding-day, my lad."

"I will. I'll tell her it comes from the best sailor and the best whaler and the best fellow on the North Sea."

"Tell her the old man who sends it knew her father long years ago."

"Oh, I'll tell her all about you."

"Tell her he talked sometimes of his little girl at home."

"I'll not forget."

"She must try and think the best of her father, whatever he was—tell her that."

"Come and tell her yourself, Jan! Why not?"

"I'd only be a trouble to her—a bad trouble to both of you."

"I had fiddlesticks! You've been blubbering long enough, haven't you?"

"Too long to leave it now."

"Nonsense! Who wants to make a hole of this blessed old North Sea? Come and see us in dear old England, and I'll show all the places you've heard about!"

"Well, who knows? Perhaps some day—"

"We'll drink your health on our wedding day, too."

You make me very happy, my lad."

The last of the crew is about to slip down the side into the boat. He shouts: "All aboard, Master Harry!"

"A moment—only a moment! I'm afraid I'll miss you badly."

"And I'll miss you, too, Jan—bet your life on that."

"You've been the only one I could talk to, somehow."

"If Lucy wasn't expecting me now—"

says the young fellow.

"Tut, tut, my boy. I'm not such a selfish old fogey as that! Do you think I want to keep you here for company for an old sea-dog like me? Not I! I want you to go to your sweet heart! Go to her, my son, go to her, go to her, and God bless you both!"

He pushes the boy off the deck, laughing wildly, and then falls back suddenly with a broken wobegone face. A voice from the boat cries: "Now boys, 'Home, sweet home!'"

The men start the song, and sing it as they pull off from the ship's side. Jan leans against the water barrel with his head dropped back on the mast, and listens.

The young man has gone. The one gleam of light which has lit the blind and weary years has left him. He is alone once more. Oh, this lonely life, this desolate sea, this yearning for news, this hunger for home!

"I cannot bear it!" he thinks. "I will go back. A little longer! Only a little longer! Till the last link has gone—the last trace is lost, and then—"

A long way off the voices of the sailors are dying away over the sea.

"Be it ever so humble."

There's no place like home."

## CHAPTER V.

It is now five and twenty years since the beginning of our story, and we are back in Sixwicks. In the interval the railway has altered the condition of its social life. In the place of the watchman there is the policeman; in the place of the post-boy the railway porter; in the place of the town-crier the newspaper boy. Knee-breeches and broad-brimmed hats have given way to trousers and short jackets. The old generation has gone; a new generation has arisen, and the ways of the spirit have to be different.

It is Easter Sunday morning; the early train has just arrived, and a railway porter, carrying an antiquated bag on his shoulder, comes up to the door of the inn.

"Who's this belonging to?" says the landlord.

"Old party just in by the 10.15," says the porter.

The landlord looks at the bag. "Any label?"

"Where's he out of?"

"Out of Noah's ark I should say," says the porter. "Never saw such a Father Methusalem in all my days. Knee-breeches and silver-buckled shoes and a wide-awake hat! Travels first-class though, and gives me and the police-surgeon half-a-crown a-piece. The sergeant's taking him round the town before fetching him up."

"Foreigner, I suppose. Bring his bag in, porter."

The church bells begin to ring for morning service, and some of the churchgoers go at the lychgate. As they do so, a police-sergeant comes along with a white-headed old man, walking heavily with a stick and wearing the costume of five-and-twenty years before. He discloses the police-sergeant, then he steps to the foot of the statue and leaps against it as

the people pass. He is watching the churchgoers; they look at him and whisper and laugh a little going by. Standing below the statue he seems to be the living counterpart of the figure in marble. Face, expression, dress, everything is identical. When the congregation has passed through, the bells stop, and the landlord comes out again.

"Good morning, sir!"

Then speaking with compassable distinctness, as if to a foreigner, "Your bag has come—your bag, I say—I've sent it upstairs."

"I thank you," says the old gentleman, "but you must not disturb yourself too much. I shall not be staying long."

"Not a foreigner after all!" thinks the landlord. The old gentleman has seated himself on the bench outside the porch.

The landlord tries again. "Travelled far, sir?"

"Yes, a long way."

"Friends here, sir?"

"No—yes—that is to say—there," pointing to the churchyard.

"Just so, sir! Poor old Methusalem! Looks as if he'd be there himself before long."

"Six-and-twenty," says Methusalem, "six."

Then growing garrulous by degrees, he goes on to tell of how he took the business over when his old master died, a master of fifteen years ago. He was his pot-boy once on time.

"Just so," says the old gentleman.

"Was it the post-boy that brought my baggage, landlord?"

"The post-boy, sir? We haven't had a post-boy in this town score of years. Where in the world has the old fellow been, I wonder? We call him the porter, sir."

"The porter! In my time, landlord, what we called a porter was something to drink."

The landlord laughs—he supports the reputation of a humorous dog.

"Well, it ain't so much different now, sir. What we call a porter is a fellow wanting to drink something."

"And what do you call the man who brought me here?"

"Do you mean the sergeant, sir?"

"The man in blue clothes with silver buttons."

"Is it the policeman, sir?"

"Lor' sake! You know—the policeman, sir—the bobby!"

"What does he do, landlord?"

"The bobby?" Another knowing laugh from the humorous dog. "Blest if I know that. It's more nor anybody knows."

"Is he the warden, landlord?"

"The watch! Why, sir, we hadn't no watch in Sixwicks these five-and-twenty years at least."

"It's dead, then?"

"The last watchman, sir?"

"Yes?"

"No, but in bed with the rheumatics. Only he had his jacket taken off for being blind polatic one night five-and-twenty years ago, when—well, when there was a murder in these parts."

The old gentleman rises uneasily. "You must excuse me, landlord. I've been a long time out of England, and the ways of life in the old country seem to be a good deal altered since I went away."

It's Larry Clough. When the landlord has left him, he looks around.

"The old church! I used to go there every Sunday when I was a child, in the post-chaise with my father. The green cloth of our new pew was wearing gray. My father's monument! Not a stain on its marble yet! And the dear old house—her house and mine! Just as I have seen it in my dreams on the Greenland seas—only more dream-like—more like a vision that will die out and leave me. Nothing changed in all the weary years; nothing but one—myself. I might be my own ghost, walking the footsteps of my wasted life. Lucy's home now! Our little Lucy. I can only think of her as a child. She died to me then, and left her little figure in my heart for ever. If I could see her for a moment I think I should be satisfied. Only for a moment—in her home, her happiness! Unseen, unknown, unrevealed, from the window of a room in the inn perhaps. A happy wife—a happy mother! It would help me to go back; to bear what is lost of my life, and be thankful. The banker at Whitchurch will settle everything. She'll want for nothing. I've tried to make amends. Amend! What amends can I make to her who is gone? They'll be in church now. If I could look through the house where I lived with her! The rooms wherein we spent so many days together! The servants will be the only ones at home. I'll risk it. I'll ring the bell. Perhaps Lucy, the nurse, will answer it. She'll be an old woman herself by this time. How quiet everything is on this bright spring morning! Yes, the world goes on it's way, though one old man is so feeble and tired—very tired. I didn't come too soon, either. How weak I am! Only a little longer and it would have been too late to look upon my dear children's happiness."

He pulls the bell.

"How the years roll back," he thinks. "I could almost fancy I see her still, with her bright eyes and her merry laugh, and her happy step and our little ones riding on her back! Lucy! Lucy's Lucy!"

After a moment, a young woman comes out laughing, with a young child by the hand. It is Lucy, his daughter. He lifts his head and sees her, and it seems to him at the moment as if all the cruel years had in one moment rolled back and she was her mother returned to life. With a look of awe he uncovers his head as if a spirit had passed before him.

At sight of the old man, so strangely clad, Lucy's laughter stops suddenly.

"Have we startled you, sir?"

"Forgive me, madam!" the old man says.

"My eyes are not as good as they used to be, and it seemed to me that you were some one I had seen before, someone I had known—long years ago."

"Poor old gentleman," thinks Lucy.

She puts the child to his feet, and says: "But that was it that rang the bell, sir?"

The old man recovers himself. "Does Mr. Henry Crow live here?"

"Oh, yes! Mr. Crow is my husband. Who shall I say has asked for him?"

"Someone who met him on the Greenland seas—five years ago, and more."

"I know! I think you are you—you are Jan the Icelander, aren't you?" The old man bends his head. "How glad my husband will be to see you. What a surprise it will be for him! But he always said you would come to see him someday. He talks of you constantly. I seem to know you quite well already. My husband gave me all your messages. And see—"showing a locket she is wearing—"don't you remember it? It's your wedding present. I've worn it ever since."

The old man draws the little one to him.

"And this is your little girl?"

"No, but my little boy, and I'll leave him with you while I run and fetch my husband."

As she goes into the house the old man goes after her with looks of tenderness.

"My child! My Lucy! But I must be strong," he thinks. "I must never betray myself. She must never know."

He looks down on the boy, sits on a seat on the porch, and embraces the child with yearning looks of love.

"My child's child! My son! My grandson!" "Do you like little boys?" says the child. "Yes, and little girls, too, my darling."

"And have you got little boys and girls in your house, then?"

"Once I had. It was a little girl, and she was just like you—but that was long ago, and my sweet bird has found a nest of her own and left me."

"I like ickle birds," says the child.

"And what is your name, my son?"

"Jan."

"Did you say Jan?"

"No, Jan—Jan Arnasson Crow," says the child.

"My name on the Greenland seas. Will you sit on my knee, my angel?"

"I like you," says the little one.

"Bless you, my sweet boy. There!" He crosses his legs and puts the child on one knee.

"That's comfortable, isn't it? And now you're my little boy all well."

(To be continued.)

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN TOBACCO COMPANY, carrying on business at Victoria, in the Colony of Hongkong and elsewhere, as Tobacco Merchants, have, on the 5th day of March, 1901, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:—

1.—The distinctive device of half of a Star surrounded by numerous small stars which form a semi-circle. Above the said device are printed, stamped, painted, branded, stencilled, written

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWINE	On 28th inst.
LONDON	DABDANUS	Brit. str.	—	—	BUTTERFIELD & SWINE	On 11th June.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWINE	On 25th June.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWINE	On 4th July.
LIVERPOOL DIRECT	PREUSSEN	Brit. str.	—	E. Prehn	MELCHERS & Co.	On 6th June.
BREMEN, VIA PORTS OF CALL	INDUS	Fre. str.	—	Riquier	NISSHO YUSEN KAISHA	On 29th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	INABA MARU	Jap. str.	—	W. Bainbridge	P. & O. S. N. Co.	On 29th inst., at 1 P.M.
MARSEILLES & LONDON, &c., V. SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward, E.N.E.	HAMBURG-AMERIKA LINIE	On 31st inst., at Daylight.
HAVRE & HAMBURG	SUSVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On or about 1st June.
HAVRE & HAMBURG	SIGOVIA	Ger. str.	—	Forster	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	SANDER, WIELER & Co.	On 31st inst.
TRIESTE, &c., VIA PORTS OF CALL	GISELA	Ans. str.	—	Mosca	DODWELL & CO., LIMITED	On 16th June.
NEW YORK VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, PM.
NEW YORK VIA SUEZ CANAL	INDRAINI	Brit. str.	—	—	SHAW, TOMES & CO.	On 24th inst.
VANCOUVER, VIA MOJI, &c.	ARABA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th June.
VANCOUVER VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, E.N.E.	DODWELL & CO., LIMITED	On or about 1st Aug.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	J. Pantin	JARDINE, MATHESON & CO.	On 5th June.
SAN FRANCISCO VIA AMOY, &c.	VICTORIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	—	—	On 26th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS	BELGIAN KING	Jap. str.	—	—	BUTTERFIELD & SWINE	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
CHINKIANG, WUHU	EASTERN	Brit. str.	—	—	BUTTERFIELD & SWINE	On 30th inst., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th July.
SHANGHAI	NUERNBERG	Ger. str.	—	—	—	On 20th inst., at 5 P.M.
SHANGHAI & JAPAN	INDIA	Ans. str.	—	—	—	On 22nd inst., P.M.
AMOY & SHANGHAI	PEKIN	Brit. str.	—	—	—	On or about 23rd inst.
FOOCHOW VIA SUTATOW & AMOY	ROSETTA MARU	Jap. str.	—	—	—	On 24th inst., at Noon.
SWATOW, AMOY, TAMSU & FOOCHOW	MINKE MARU	Jap. str.	—	—	—	On 21st inst., at Noon.
SWATOW, AMOY & TAIWANFOO	NANCHANG	Brit. str.	—	—	—	To-morrow.
TAMSU VIA SWATOW & AMOY	HINCH-HO	Ger. str.	—	—	—	To-day, at 5 P.M.
ILIOILO & CEBU	NATAL	Brit. str.	—	—	MESSAGERS MARITIMES	On or about 20th inst.
MANILA	PARKHAMATTA	Brit. str.	—	—	P. & O. S. N. CO.	On or about 24th inst.
MANILA	JAVA	Brit. str.	—	—	P. & O. S. N. CO.	On or about 31st inst.
SINGAPORE, PENANG & CALCUTTA	WOOSUNG	Brit. str.	—	—	BUTTERFIELD & SWINE	On 21st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	ATUNG MARU	Jap. str.	—	—	MAYER	On 22nd inst., at Daylight.
SANDAKAN	HAILOONG	Brit. str.	—	—	—	To-morrow, at Daylight.
THE COMPANY'S STEAMSHIP	AKASHI MARU	Jap. str.	—	—	S. Atsami	On 29th inst., at Daylight.
THE COMPANY'S STEAMSHIP	MAIDZURU MARU	Jap. str.	—	—	K. Sudzuki	On 20th inst., at Daylight.
THE COMPANY'S STEAMSHIP	KAIYOUN	Brit. str.	—	—	K. Sobejima	On 21st inst., at Noon.
THE COMPANY'S STEAMSHIP	SUNGKIANG	Brit. str.	—	—	H. Fraser	To-morrow.
THE COMPANY'S STEAMSHIP	KASTUGA MARU	Brit. str.	—	—	T. Tadai	On 22nd inst., at Noon.
THE COMPANY'S STEAMSHIP	SUISANG	Brit. str.	—	—	S. Yoshikawa	On 23rd inst., at Noon.
THE COMPANY'S STEAMSHIP	HIBOSHIMA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., at Noon.
THE COMPANY'S STEAMSHIP	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst., at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

ARRIVALS.  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.  
(Taking cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)

THE COMPANY'S STEAMSHIP

"GISELA."

Captain Mosca, will be despatched as above

TO-MORROW, the 18th May, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 11th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSU VIA SWATOW AND AMOY.

THE COMPANY'S STEAMSHIP

"MAIDZURU MARU."

Captain K. Sobejima, will be despatched for the above ports TO-MORROW, the 19th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at 1 P.M., the Company's Steamship "INDUS", Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Polynesia", which vessel takes on her Passengers and Mails, leaving that port on the 1st June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 19th inst.

(Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th May, 1901.

DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE, 17TH MAY.

Chueng, British str., for Singapore.

Sabine Rickmers, British str., for Swatow.

Tsao, British str., for Moji.

Loungwong, British str., for Manila.

Diamante, British str., for Manila.

Chingking, German str., for Tongku.

Loungwong, German str., for Canton.

Awa Maru, Japanese str., for Singapore.

Ariel, Norwegian str., for Moji.

Trym, Norwegian str., for Haiphong.

Eugene, Norwegian str., for Nagasaki.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17TH MAY.

Chueng, British str., for Singapore.

Sabine Rickmers, British str., for Swatow.

Eang, British str., for Moji.

Loungwong, British str., for Manila.

Diamante, British str., for Manila.

Chingking, German str., for Tongku.

Loungwong, German str., for Canton.

Awa Maru, Japanese str., for Nagasaki.

Geier, German cruiser, for Amoy.

May 17, CANNING, British str., for Weihaiwei.

ABEEDEE Docks.

KOWLOON DOCKS—U.S.S. Bennington, Hangchow, Companie de Filipine, Burnside, Albermarle, Nanchang, Kiong Tung, Meade, Newark, Saturn, Union, Haiching, Hongkong Maru, Hanoi, Gengyie, Pei Ho, Cosmopolitan Dock—Colonies, Petriana, Egerius.

SHIPPING REPORTS.

The British steamer Wingang, from Shanghai 13th May, had light northerly winds and fine weather throughout.

The German steamer Leongnoon, from Shanghai 14th May, had fine weather and S.W. and N.E. wind from port to port.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" ... 24th May

"HILLGLEN" ... 14th June

"LOWTHER CASTLE" ... 30th June

"HEATHBURN" ... About 17th July.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 6th May, 1901. [1193-878-1194-988]

Hongkong, 15th May, 1901. [1263]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing

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